

MIKE MURPHY, HERO

English Critics Pronounce Him a Wizard.

HIS WORK REAL REVELATION

Handling of American Team Before and During the Olympic Championship Proved Him to Be With-out a Peer as Trainer of Athletes. Had Held on Affections of His Men.

It is to be hoped that when the victorious Olympic athletes receive their royal welcome home, are feted, dined, and showered with trophies, Mike Murphy, their great trainer, will not be forgotten. For it was chiefly to his sane training methods that the team was able to accomplish what it did.

In an effort to find a reason for the great superiority of American athletes, English sportsmen have finally concluded that this superiority is entirely due to the high development to which the Yankees have brought the science of training. This is better than to acknowledge that the method of Great Britain has deteriorated. The American athletes explain it by simply saying "Mike Murphy," for Mike is the king-pin of the profession, as every trainer in America follows as closely as he can the methods of the man who has developed more champions than any other trainer in the world.

The English critics did not overlook the work of Murphy in the London Stadium, and one of them struck the nail on the head when he said, "Murphy is something more than a great trainer." Before the American team sailed for England because Matt Halpin, a veteran sprinter, had been selected to manage the Olympic team and supervise the final preparations of the men. There was open revolt in some quarters and more than one champion announced that he would not go if Halpin were put in full charge, owing to the discord his methods aroused. Murphy, however, was more than one champion announced that he would not go if Halpin were put in full charge, owing to the discord his methods aroused.

The Amateur Athletic Union saw serious trouble brewing and to dodge it they selected Mike Murphy to act as trainer. While to Halpin was left the work of looking after the details of the trip, instantly everything became serene and the Eastern athletes were quick to express their pleasure.

Lays Down the Rules. The Western athletes said nothing. There are always trouble-makers in the West, and they were not ready to acknowledge Murphy to be in a class by himself. They wanted to be shown before the team got out of the Lower Bay Murphy assembled the men and gave them a short talk. It was very short, but straight to the point. In five minutes every man knew the rules.

Within twenty-four hours the Westerners had confidence in Murphy, and before the team reached England they had declared him an ace. The trip across was made one of pleasure. Murphy is always jovial. The men forgot they were in strict training, so cleverly they were managed. They took only light exercise and were made to feel that it was merely play. Murphy kept sharp eyes on the ship's sickness and not a man suffered much from seasickness. The men arrived in England refreshed by the ocean trip and in better form than when they left America.

Murphy was the life of the team. He kept them busy having fun all the time, and no athlete had a chance to sit in a corner and mope. Murphy's method of showing he would make a man of the athlete in that one week Murphy knew the athletic life of every man. He knew their weak points, what muscles they had previously strained, what sickness they had undergone, and their general character. That is a part of his method.

Murphy's first act in England was characteristic. He noted the dingy quarters secured for the team in the London hotel, the awful London fog and rain, and the crowd of athletes training at the same hours in the stadium. Then he demanded that most of his men be taken to the hotel where there was a better chance to see the sun. Manager Halpin and others demurred. They were thinking of the expense. They said they had to pay their way, and he did not have to spend the expense.

Improves Sheppard's Speed. As the games proceeded and America scored victory after victory, it gradually dawned on the British public that a wizard was directing the campaign for America. Murphy, who had been seen when Sheppard, a man not credited with the ability to run over 1,000 yards at a championship race, captured the 1,500-meter contest from Wilson. Even the members of the Yankee team were astounded at this improvement in Sheppard as a distance runner. And Sheppard came right back and won at his own distance, 800 meters, in record time.

Another surprise was Carpenter's real victory in the 50 meters, which England fairly stole by declaring the race void on a foul. In this race England's greatest middle distance runner, Halswelle, was not only out-run, but completely out-generaled. The British were cocksure of this contest, but they had counted without Murphy. No American had equaled the time of Halswelle for a quarter, and he easily made the best time in the heats. When it came to the final America looked better.

But all the time Murphy had a trump card up his sleeve. During the training at Brighton he had developed Robbins into a sprinter, who could close to ten yards in a dash, and put Taylor in the half and a dozen others knew of the terrific speed of Robbins. Murphy had also discovered that Taylor, the negro, was no longer the whirlwind of former years, and that Carpenter had the strength of a bull when finishing a quarter. The Britons thought Taylor was the man Halswelle had to beat, and chucked gleefully when Taylor, by chance or design, had to take the outside path in the race. The start was on a curve, and Taylor was able to get five yards the worst of the send-off.

Robbins to the Front. On the rail was Robbins, with secret instructions to break the heart of Halswelle in the first 300 yards. The pistol cracked, and Robbins went off as though out to break the record for 100 meters. The big, powerful Briton clung to Robbins, who was going at a pace beyond the possibility of a human being to keep up for 300 meters. Robbins fairly flew the first 100 meters, covered the championship speed. Still Halswelle failed to get wise, and stuck like a fool.

"We've fooled 'em; we'll win," said Murphy in the grand stand. The Briton followed Robbins for 300 meters at that fearful pace, and then a new man, Carpenter, shot to the front. This was the point at which Halswelle had always moved away from his competitors. But that first 300 had cracked him. He completely lost his head and made no effort to pass Carpenter on the inside. They were close together on a turn, and the British officials, with defeat staring them in the face, began to shout foul, foul.

HUGHEY JENNINGS OUT ON THE JOB.



They saw Halswelle had shot his bolt. Carpenter and Robbins both beat Halswelle. It was a great victory for Murphy. The trainer's subtle hand was seen again when from a new star, made the phenomenal leap of 24 feet 6 1/2 inches and won the broad jump, even surprising his own team mates. Murphy's crowning achievement was, of course, the Marathon, when America's team, considered a weak one, not only produced the winner, but thoroughly bested the English runners. Murphy had paid special attention to Hayes, the victor. In two weeks he put him in such shape that he ran a great trial of twenty-six miles on the sands of Brighton.

The performance of Irons reminded old timers of Murphy's work with Sweeney back in 1886, when the London Athletic Club team was fairly slaughtered at Manhattan Field. Sweeney came to Murphy the best jumper in the world, and worked for two weeks with the wizard of the athletic field. "What you need is rest," said Murphy, and for three days before the international meet Sweeney spent most of his time in bed. When Sweeney went to the field he was still, and he won the high jump with the marvelous leap of 6 feet 5 1/2 inches, the present world's record. Englishmen at that time never believed the stories from America that Sweeney was clearing over 6 feet 3 inches. They said this was impossible, and they considered the American performances in the light of fakes. But seeing is believing.

Gets Connett in Shape. America had no miler in those days to compare with the British. Murphy could think of but one man capable of beating the Britons. This was Tommy Connett, and he had disappeared. After a search of weeks, Connett was found and found almost a physical wreck. His condition was pitiable, and merely for the sake of old days Connett was taken to Travers Island and given a chance to train. He went away from the winter, and Murphy did not allow him to run until late in the spring.

By July Connett had beaten the other miler on the American team, and late in August he put the world's record over a mile to 4:15.35, the greatest "come-back" of an athlete in the annals of the sport. That piece of training made Murphy a great name in the world. Murphy had the athlete carried to the boat, and he sat all day with his injured foot dangling in the salt water of the Sound. Three days later the athlete was able to do more. He won the 1,500-meter race, and a well-known remedy to cure the strain. When Murphy got back to the training quarters a few days later the athlete carried to the boat, and he sat all day with his injured foot dangling in the salt water of the Sound. Three days later the athlete was able to do more. He won the 1,500-meter race, and a well-known remedy to cure the strain.

Another difficult case was that of Cy Chase, the hurdler, who a few weeks before the international meet of 1906 went lame. He was a great hurdler, and in perfect shape physically, but was run down over the sticks in slower time every day. Rest was tried without avail, and it looked like sure defeat for America in the law and high hurdles. Murphy ordered Chase sent to the Catskills in charge of the late champion sprinter, Tommy Lee. They danced at the hops and had a good time generally in the Catskills. Chase did not want to go, but he was a good day of the Gladden on a Friday, won the 100 yards in a record time, and it was an unlucky day that Friday for the other fellow.

Milwaukee's proposed model road from the new Grand avenue viaduct to the Milwaukee county limits will be something entirely new in highway construction. It will be 100 feet wide. A forty-foot dirt road will form the center, on which will be laid street car tracks. Twenty feet of macadam will flank this on each side. On one side will be left a wide sidewalk and on the other a pedestrian path.

STAR PLAYER FOR PENN. O'Brien, of Swarthmore, May Join Quaker Football Squad. Philadelphia, Aug. 22.—Harry O'Brien, the star quarter back and former captain of the football team of Swarthmore College, may enter the University of Pennsylvania Law School this fall because he cannot secure a law degree at the Quaker institution, and he intends to adopt the legal profession as a life's work.

O'Brien is, perhaps, one of the best quarter backs ever developed in the East. Swarthmore always played grand football, and they supported O'Brien, but they were forced to play a long schedule of games with the best teams in the country, and not having a great quantity, Coach Brooke had to depend on a few men, and when they were injured they played just the same. O'Brien is to the East what Capron was in the West—the best drop kicker in the part of the country in which he played. O'Brien may have lacked the fine toeing which made the Minnesota star feared when his team was inside the forty-yard line, but he could boot them between the goal posts from as far as midfield, he was a fine quaffer at carrying back kicks, and he seldom fumbled the long, wiggling drives.

O'Brien will not be eligible to play for Penn this season, but as Charles ("Kid") Lehman will be graduated at the end of this season, he would fill a big gap in the Red and Blue team in the season of 1909. There is no doubt about his ability to make good, and he is popular at Franklin Field for the clever games he has played against the stars of William Penn when he was a member of the Garnet team.

GOSSIP OF THE AUTOMOBILES

Under the new laws in vogue in Austria motorists are liable for damages done by frightened horses.

"Two motors happened to dispute the roadway." Such is Andrew Carnegie's humorous way of describing a collision in which he recently figured in England.

The mammoth steel grand stand to be erected for the Vanderbilt cup race on Long Island will seat 10,000 persons and command a view east and west along the course of eleven miles.

By the virtual abandonment of the circuit of Ardennes race by Belgium the Florio cup race in the only remaining event of the first importance in Europe this year, it will also be the sole opportunity of retaliation possible for those defeated at Dieppe.

Alexander Winton was honored yesterday by the Lakewood Yacht Club of Cleveland, of which he is commodore. He was given the honor of the day by the club as a "Commodore's Day" and celebrated with a quadruple sail, salutes, and dipping of ensigns.

Preparations are now well advanced for the international road conference which the French government will hold in Paris on October 11 and the seven following days. During the week a public exhibition will be held showing samples of road tools and machinery for road making.

Wisconsin and Michigan's harvest fields will hereafter be inspected by members of Milwaukee's Chamber of Commerce by automobile, as a result of the recent pump connection made by a party of the brokers. They covered 350 miles in two days.

In the event of a stoppage in the gasoline pipe from the tank to float-chamber of the carburetor, the union may be unscrewed and the rubber end of the tire pump connection pushed over the end. A few sharp strokes of the pump will usually remove any grit or debris in the pipe.

On recommendation of the Automobile Club of Belgium the Belgian government will test a new type road. Two continuous parallel concrete paths, each about twelve inches wide, will be laid out in the width of the average vehicle, forming a smooth and stable track for motor cars and horse-drawn vehicles.

While touring near Greystown, Conn., a party of motorists ran over a clump of rattlesnakes lying in the road. The machine was broken to pieces and hurled in all directions. Parts were found in the women's hats, and a rattler's head and four inches of body landed inside the automobile cover.

The formation of a dust commission by Milwaukee women, whose plan is to devote a portion of the license fees received from motorists to the cleaning of the streets, has attracted widespread attention, and there are indications of similar organizations among women clubbers in other cities.

In referring to the victories of the great Arrow cars in winning the Gladden and Arrow trophies, F. Ed Spomer says: "Oh, we were born on a Friday, won the Gladden on a Friday, completed 5,000 miles on a Friday, and it was an unlucky day that Friday for the other fellow."

Milwaukee's proposed model road from the new Grand avenue viaduct to the Milwaukee county limits will be something entirely new in highway construction. It will be 100 feet wide. A forty-foot dirt road will form the center, on which will be laid street car tracks. Twenty feet of macadam will flank this on each side. On one side will be left a wide sidewalk and on the other a pedestrian path.

The second annual \$2,500 cash prize contest for Winton Six chauffeurs will start November 1, 1908, and end June 30, 1909. Any employed driver of a Winton Six (whether of 1908 or 1909 production) is eligible to compete. There are no entry fees of any kind. The contest is aimed to produce service records of these cars in the hands of individual owners, and, in general, follows the plan of the 1907-8 contest, in which Frank Schneider, of New York, won \$1,000 for driving Milton Schlar's car 11,683 miles on an expense of \$2 for repairs. In the second contest the winner will get \$1,000, second \$500, third \$250, fourth \$150, fifth to tenth \$100 each.

Chicago, Aug. 22.—Enter the football season of 1908. The "dope" of the gridiron has taken its place again in the camps of the Western colleges, and from now on until the first major games of the year, October 2, the football warriors will be on top of the intercollegiate athletic heap. Preliminary practice has already begun in the "big eight" schools.

While the official date for the football practice season is September 29, by the grace of the conference representatives, back-lot punting and summer-roses training stunts have been the rule throughout the college season without interference from the "purity" professors. The last of this month and the first of next will come heavily in the seasoning process, despite the lack of organized practice, according to the coaches.

The 1908 season, in the opinion of players and coaches, will mark a decided boom in football in the West, owing to the lapsing of one of the most disagreeable features of 1907. Last year both the seniors and freshmen were out of the

Judge Taft, nominee for President, is getting so that he prefers an automobile to a train.

Irish roads are ideal for touring, according to Joseph Fredericks, of New York, who has returned, with his wife, from a tour through the isle.

A police system of 600 national guardsmen and 100 policemen will protect the course during the Savannah grand prize contest.

"In spite of the hardships endured, I would like to repeat the trip," says George Shuster, who commanded the American car which won the New York-to-Paris contest.

Membership of the Royal Automobile Club of England has now reached \$700. Its quarters in Piccadilly are crisscrossed and the club is about to erect a new \$300,000 home building on Pall Mall.

The automobile industry seems to have gone through lean times with less hardship than any other line of business, and since a new season, with the most brilliant prospects, The Winton Company, for instance, is receiving a larger inquiry for its \$3,000 1908 six-cylinder car than it received for any model which it marketed in business boom times.

Thomas W. Lawson is planning to leave the Hub City shortly on an extended motor tour in his big steam car. Mr. Lawson has owned this car for a year and in that time it has traveled, according to his Warner auto-meter, 22,000 miles. During the summer months he uses it daily in traveling between his office in Boston and Dreamwood, his country home at Scituate, thirty-two miles from the city.

"The Southwest States are good buyers of the low-priced car," said C. E. Van Horne, of the Jackson Automobile Company. "For instance, farms in Texas which could not be sold, in spite of the greater fertility, before the arrival of the practical automobile, are now greatly increased in value and brought within what is considered easy distance of the market, although the distance is often between thirty and forty miles, and over roads which at their best cannot be considered good. These States are our best customers, as the automobile goes where the horse often balks."

It has remained for a New York magistrate, Breen by name, to figure out a speed of sixty miles and forty miles, and over roads which at their best cannot be considered good. These States are our best customers, as the automobile goes where the horse often balks.

Col. George Pope, treasurer of the Pope Motor Car and Pope Manufacturing companies, was unanimously elected treasurer of the Association of Licensed Automobile Manufacturers at the meeting held August 6, in New York. He succeeds H. H. Franklin, who has been treasurer of the association for the past three years and whose resignation was tendered and accepted at the recent meeting. At the next general meeting, which will possibly be held in the early part of September, awards for space for the automobile industry in France will be made. It was recommended that the usual method of allotment be adopted, which is according to the amount of business done from July 1, 1907, to July 1, 1908.

Louis Rene Panhard, a member of the firm of Panhard-Levassor, and a pioneer in the automobile industry in France, is dead. Mr. Panhard was sixty-seven when he died, and had amassed a fortune and retired from business life, and was mayor of the small city of Theix, where he lived. He was a native of Paris, where he was born May 27, 1841. He was an officer of the Legion of Honor and chevalier of the Merite Agricole. Mr. Panhard was one of the pioneers of the automobile industry and one of the first to foresee the prosperity which was in store for mechanical locomotion. He was founder of the house of Panhard & Levassor. After the death of his partner, in 1887, he organized a stock company, known under the name of the Societe Anonyme des Anciens Etablissements Panhard & Levassor.

FIFTEEN FOOTBALL DATES

Gridiron Season to Open in Less Than Month.

CARLISLE WILL START EARLY

Indians Open Campaign on September 19, but Local Teams Will Not Get Under Way Until Two Weeks Later—One of the Features Will Be Games Between East and West.

While interest in baseball is now at its height, preliminary practice for the candidates for the coming college football season is about to start, and in less than a month the gridiron season will be under way when the first games are played.

The football season will begin on Saturday, September 19. The Carlisle Indians, who have another hard year's work in front of them, will get into action on that day against Albright.

Intersection contests will be more numerous than ever. Penn. will play Michigan, while Yale's eleven also will play Syracuse. Cornell lines up against Chicago on Marshall Field, while the Carlisle Indians play at Minnesota and St. Louis toward the end of the year.

The Schedule.

SATURDAY, SEPTEMBER 19. Carlisle Indians vs. Albright, at Carlisle. Pennsylvania State vs. Philadelphia, at State College.

WEDNESDAY, SEPTEMBER 24. Carlisle Indians vs. Lebanon Valley, at Carlisle. Syracuse vs. Hobart, at Syracuse.

SATURDAY, SEPTEMBER 26. Carlisle Indians vs. West Virginia, at Carlisle. Holy Cross vs. Norwich, at Worcester.

WEDNESDAY, SEPTEMBER 30. Holy Cross vs. New Hampshire State, at Providence. Syracuse vs. Hamilton, at Syracuse.

SATURDAY, OCTOBER 3. Lafayette vs. Wyoming Seminary, at Easton. Bucknell vs. Washington, at Lewisburg.

WEDNESDAY, OCTOBER 7. Pennsylvania State vs. Grove City, at State College. Dickinson vs. Western Maryland, at Carlisle.

SATURDAY, OCTOBER 10. Dickinson vs. T. S. vs. Williston, at Springfield, Mass. Bowdoin vs. Fort McKinley, at Brunswick.

WEDNESDAY, OCTOBER 14. Andover vs. Bates, at Andover. Mount St. Vincent vs. Amherst, at Amherst.

SATURDAY, OCTOBER 17. Harvard vs. Bowdoin, at Cambridge. Pennsylvania State vs. Lebanon Valley, at Carlisle.

WEDNESDAY, OCTOBER 21. Dickinson vs. Western Maryland, at Carlisle. Holy Cross vs. Vermont, at Burlington.

SATURDAY, OCTOBER 24. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

WEDNESDAY, OCTOBER 28. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

SATURDAY, OCTOBER 31. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

WEDNESDAY, NOVEMBER 4. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

SATURDAY, NOVEMBER 7. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

WEDNESDAY, NOVEMBER 11. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

SATURDAY, NOVEMBER 14. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

WEDNESDAY, NOVEMBER 18. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

SATURDAY, NOVEMBER 21. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

WEDNESDAY, NOVEMBER 25. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

SATURDAY, NOVEMBER 28. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

WEDNESDAY, DECEMBER 2. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

SATURDAY, DECEMBER 5. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

WEDNESDAY, DECEMBER 9. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

SATURDAY, DECEMBER 12. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

WEDNESDAY, DECEMBER 16. Dickinson vs. Middlebury, at Williston. Andover vs. Bates, at Andover.

West Point vs. Colgate, at West Point. Holy Cross vs. Dartmouth, at Worcester.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

THE WEST. Michigan vs. Ohio State, at Columbus. Iowa vs. Minnesota, at Sioux City.

POINTERS BY SHRUBB

English Champion Tells How to Become a Runner.

TRAINING IS ALL IMPORTANT

Advices Only Not to Attempt Distance Until They Are More Than Eighteen Years of Age—Novices Must Practice Constantly in Order to Reach Their Best Speed.

Alfred Shrubb, the great English long-distance runner, who is now racing in this country, speaking of pedestrianism in connection with the great showing made by the Americans in the Olympic Marathon, says:

"I certainly am no partisan of those who seem to be only too ready to bewail the decadence of British athletics. I have myself visited most of the American running tracks, and have seen the majority of their leading athletes, with the result that the only superiority which I have discovered is that they possess the superior training methods commonly in use. Not that I regard these as being the best in existence, for I am inclined to fancy that one or two of the English trainers could give their best men several valuable points. But I must confess that his sport more seriously than is the custom here."

"Of late years it is undoubtedly true that our amateur athletes have been compelled to acknowledge the superiority of American rivals at the shorter distance races, a state of affairs which has occasioned no small fluttering in the critical dovecotes. British critics bawling the degeneracy of our race and their American counterparts crowing very loudly over the superiority of their own."

"Strange to say, the British Jeremiahs have neglected to comfort either themselves or their readers with the equally undeniable fact that our old superiority as long-distance runners is still practically unchanged, although one or two of the more candid Americans will occasionally, if somewhat grudgingly, admit that this is so. Comforting themselves, however, with the reflection that long-distance events form at most only two or three items in any possible programme, and that, therefore, the sum of their victories at any international sports contests must necessarily bulk bigger than ours."

Stamina Will Tell. "I have emphasized the word 'stamina' because, from a racial point of view, I would sooner see the long-distance records still held in these lands, even if we had to say good-bye to all others. Stamina tells in long-distance running, and so long as Britons can rest content that they can 'take longer' than any other people, well—I don't think we have any fear of the race degenerating."

Discussing preparations and early training for a long-distance runner, Shrubb proceeds:

"However a boy may fancy himself, I would strongly advise him carefully to avoid any long-distance work, at all events until he is eighteen years of age. One chapter deals specially with the champion's ideas upon the best way of running a long-distance race."

For those running from scratch or well down the course Shrubb writes as follows:

"In this position, or in any similar one, your first aim will naturally be to improve it. There are a lot of men in front of you, and you must be prepared to lose or less acquainted. You must set about your work of cutting them down in double-quick time."

"Quickness don't don't straighten, you stride, and do your first mile in a few seconds better than your average best. If this hasn't accounted for enough of them, get along for the second mile at the same rate."

"They will possibly sprint and wait, and generally carry on as they were advised above, but you mustn't let that worry you. Of course, if you are fairly well up to a man, you will manage to get on, and do so and so ahead; but if he tries the sprinting game willingly, don't have any. This is a long-drawn-out agony, remember."

Wear Down Rivals. "So just keep pegging away, at a faster pace than usual, until you have got most of them 'go by.' Say you do the first mile in 4 minutes 32 seconds and the first two in 9 minutes 32 seconds, and can hang on and put three behind you in 14 minutes 20 seconds, or thereabouts; you will find that you are running close on record time, and that you are better than any one who has laid himself out to cut the ten-mile record."